

Table 2-7: Summary Table of Alternatives

Alternative/ Impact Topic	Alternative A (No Action)	Alternative B	Alternative C	Alternative D (NPS preferred)	Alternative E
GENERAL CONCEPT					
	<p>The National Park Service would continue the present management direction, guided by the 1986 <i>General Management Plan</i>, the 1997 <i>Entrance Area Road Corridor Development Concept Plan</i>, the 1997 <i>South Side Denali Development Concept Plan</i>, the 1997 <i>Strategic Plan</i>, and backcountry management plans from 1976 and 1982.</p> <p>Recreational use and access patterns would continue to develop and the agency would respond as necessary on a case-by-case basis. No new services or facilities would be developed to meet increased levels of use in the backcountry, except for those identified in the Entrance Area or South Side plans.</p>	<p>This alternative would emphasize wilderness resource values (including solitude and natural sounds) and opportunities for self-reliant, non-motorized recreation that depend on the wilderness character of the resource. Denali would have a high degree of resource protection, especially in the Old Park. Under this alternative, some uses would be reduced or managed for greater dispersal to enhance resource protection. While some new approved uses could occur, services would be minimized to provide self-reliant experiences. This alternative calls for protecting the wilderness character of the park and preserve by expanding motorized access only after Congress acts on wilderness designation.</p>	<p>This alternative would emphasize highly dispersed recreational uses that are consistent with wilderness values and opportunities for solitude. It would allow for both motorized and non-motorized recreational activities, but would limit growth or otherwise manage use levels to provide a quality visitor experience and protect park resources.</p>	<p>The NPS would provide for expanded recreational opportunities in many areas of the park and preserve for activities that are particularly well suited to the unique character of Denali. Use levels would not exceed those that maintain the management vision for a particular unit. Patterns and types of use would be somewhat similar to current conditions, but increases in levels of use would be noticeable at several locations.</p>	<p>This alternative would emphasize expanded visitor services, additional facilities, and increased motorized access for backcountry users. A variety of uses would be accommodated throughout the park, and new forms and levels of recreational uses would be allowed in the park additions and preserve, while protecting resources. New facilities would be added in the entrance area and on the south side. There would be some expansion of existing uses in the Old Park, with modest expansion of uses in the park additions and preserve. There would be minimal reductions or redistribution of existing uses even in congested areas. This alternative would allow additional types of use not presently occurring but consistent with laws, regulations, and management policies. As types and levels of use increase, so too would administrative presence.</p>
GENERAL & NON-COMMERCIAL ACTIVITIES					
Overnight Camping	No limitations on overnight camping in units of the park additions or the preserve not presently included in the permit system.	A registration system would be implemented for units in the park additions and preserve not presently included in the permit system.	A registration system would be implemented for units in the park additions and preserve not presently included in the permit system.	A registration system would be implemented for units in the park additions and preserve not presently included in the permit system.	A registration system would be implemented for units in the park additions and preserve not presently included in the permit system.

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Aircraft Landings – General Aviation	General aviation landings would be allowed throughout the entire park and preserve consistent with the 1986 regulations implementing ANILCA Title XI.	Registration would be mandatory for landings in the park additions or preserve. Aircraft landings would be allowed in Old Park for emergencies and administrative purposes only.	Registration would be voluntary for landings in the park additions or preserve. Aircraft landings would be allowed in Old Park for emergencies and administrative purposes only.	Registration would be voluntary for landings in the park additions or preserve. Aircraft landings would be allowed in Old Park for emergencies and administrative purposes only.	Registration would be voluntary for landings in the park additions or preserve. Units 21, 22, 44, 48 in the Old Park would be open for general aviation landings; pilots would be required to register.
Aircraft Overflights	No action would be taken to manage or limit the impacts of aircraft overflights.	<p>The National Park Service would seek significant reduction in impacts from aircraft noise parkwide by establishing an aircraft overflights working group, which would include scenic air tour operators, commercial airlines, military, and other concerned parties to develop voluntary measures for achieving desired resource conditions at Denali.</p> <p>Concessions authorizations for commercial airplane landings in the national park and preserve would include incentives for meeting voluntary guidelines for assisting the National Park Service in achieving desired future conditions in all management areas.</p> <p>The National Park Service would reduce the impact of agency flights through improved accountability and application of the minimum tool requirement.</p>	<p>The National Park Service would seek moderate reduction in impacts from aircraft noise park wide by establishing an aircraft overflights working group, which would include scenic air tour operators, commercial airlines, military, and other concerned parties to develop voluntary measures for achieving desired resource conditions at Denali.</p> <p>Concessions authorizations for commercial airplane landings in the national park and preserve would include incentives for meeting voluntary guidelines for assisting the National Park Service in achieving desired future conditions in all management areas.</p> <p>The National Park Service would reduce the impact of agency flights through improved accountability and application of the minimum tool requirement.</p>	<p>The National Park Service would seek localized reductions in impacts from aircraft noise by establishing an aircraft overflights working group, which would include scenic air tour operators, commercial airlines, military, and other concerned parties to develop voluntary measures for achieving desired resource conditions at Denali.</p> <p>Concessions authorizations for commercial airplane landings in the national park and preserve would include incentives for meeting voluntary guidelines for assisting the National Park Service in achieving desired future conditions in all management areas.</p> <p>The National Park Service would reduce the impact of agency flights through improved accountability and application of the minimum tool requirement.</p>	<p>The National Park Service would accommodate additional noise intrusions in some areas and protect existing park soundscapes in other areas by establishing an aircraft overflights working group, which would include scenic air tour operators, commercial airlines, military, and other concerned parties to develop voluntary measures for achieving desired resource conditions at Denali.</p> <p>Concessions authorizations for commercial airplane landings in the national park and preserve would include incentives for meeting voluntary guidelines for assisting the National Park Service in achieving desired future conditions in all management areas.</p> <p>The National Park Service would reduce the impact of agency flights through improved accountability and application of the minimum tool requirement.</p>

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Snowmobiles	Use would be managed only through enforcement of existing laws and regulations. No limits on the location or amount of snowmobile use.	The national park additions and preserve would be closed to snowmobiles, except for access to traditional activities, until after Congress acts on wilderness designations.	In addition to allowing snowmobile use for subsistence, wide corridors would be designated in backcountry areas for day-use and overnight snowmobile touring and access. The National Park Service would temporarily mark these corridors during the winter and snowmobile access for recreation would be limited to the marked routes. Other areas would be open for dispersed use. Registration would be required. Riding snowmobile on glaciers would be prohibited.	In addition to allowing snowmobile use for subsistence, wide corridors would be designated in backcountry areas for day-use and overnight snowmobile touring and access. The National Park Service would temporarily mark these corridors during the winter and snowmobile access for recreation would be limited to the marked routes. Other areas would be open for dispersed use. Registration would be required. Riding snowmobiles on glaciers would be allowed by permit only.	In addition to allowing snowmobile use for subsistence, wide corridors would be designated in backcountry areas for day-use and overnight snowmobile touring and access. The National Park Service would temporarily mark these corridors during the winter and snowmobile access for recreation would be limited to the marked routes. Other areas would be open for dispersed use. Registration would be required. Riding snowmobiles on glaciers would be allowed by permit only.
Motorboats	Motorboats would be able to continue accessing the Old Park, park additions, and preserve using any navigable waterway. No registration requirement.	No motorboats would be allowed in the Old Park. Motorboats allowed for access on the Tokositna, Yentna, Kantishna, Bearpaw, and Muddy Rivers. Registration required for day use.	No motorboats would be allowed in the Old Park. Motorboats allowed for access on the Tokositna, Yentna, Kantishna, Bearpaw, and Muddy Rivers. Registration required for day use.	No motorboats would be allowed in the Old Park. Motorboats would be allowed for access on the Tokositna, Yentna, Kantishna, Bearpaw, and Muddy Rivers and would be allowed on the Toklat River, East Fork Toklat River, and Moose Creek for overnight use only. Registration required for day use.	No motorboats would be allowed in the Old Park. Motorboats would be allowed for access on the Tokositna, Yentna, Kantishna, Bearpaw, and Muddy Rivers and would be allowed on the Toklat River, East Fork Toklat River, Caribou Creek, Glacier Creek, Clearwater, McKinley River, Birch Creek and Moose Creek for overnight use only. Registration required for day use.
Hiking	No limitation on group size. No registration requirement.	Maximum group size for all hiking and backcountry camping would generally be limited to 12. Registration required.	Maximum group size for all hiking and backcountry camping would generally be limited to 12. No registration requirement.	Maximum group size for all hiking and backcountry camping would generally be limited to 12. No registration requirement.	There would be no maximum group size for day hiking. No registration requirement.

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Climbing and Mountaineering	No limits on numbers of climbers on Mount McKinley or other peaks in the park and preserve. No park policy on the removal of human waste or on the use of climbing equipment such as power drills or anchors.	The number of climbers attempting Mount McKinley would be held at existing levels (1300) for all routes during the main mountaineering season (April 1- August 1). A limit would be established for the number of permits issued each day for the initiation of trips on Mount McKinley. Climbers would be required to remove their human waste from the West Buttress route wherever pit toilets are not provided. Power drills prohibited.	The number of climbers attempting Mount McKinley would be held at existing levels (1300) for all routes during the main mountaineering season (April 1- August 1). There would be no daily limits established. Climbers would be required to remove their human waste from the West Buttress route wherever pit toilets are not provided. Power drills prohibited.	The number of available permits for climbers attempting Mount McKinley would increase to 1500 during the main mountaineering season (April 1- August 1). There would be no daily limits established. Climbers would be required to remove their human waste from the West Buttress route wherever pit toilets are not provided. Power drills prohibited.	There would be no annual or daily limits established for the number of climbers attempting Mount McKinley while the National Park Service gathered additional information on social and resource carrying capacity. Climbers would be required to remove their human waste from the West Buttress route wherever pit toilets are not provided. Power drills prohibited.
Non-Motorized Winter Activities	No registration requirement.	Mandatory registration.	Voluntary registration.	Voluntary registration.	Voluntary registration.
Bicycle Use	All areas of the Old Park, park additions, and preserve not closed to all entry would continue to be open to bicycle use.	Bicycles would continue to be allowed for access to inholdings. Bicycle use would be allowed on constructed mining access routes in the Kantishna Hills and on state right-of-ways. No other bicycle use would be allowed in the backcountry.	Bicycles would continue to be allowed for access to inholdings. Bicycle use would be allowed on constructed mining access routes in the Kantishna Hills and on state right-of-ways. No other bicycle use would be allowed in the backcountry.	Bicycles would continue to be allowed for access to inholdings. Bicycle use would be allowed on constructed mining access routes in the Kantishna Hills and on state right-of-ways. No other bicycle use would be allowed in the backcountry.	Bicycles would continue to be allowed for access to inholdings. Bicycle use would be allowed on constructed mining access routes in the Kantishna Hills and on state right-of-ways. No other bicycle use would be allowed in the backcountry.
Pack Animals	No restrictions on the use of pack animals in the Old Park, park additions, and preserve.	The park would be closed to pack animals except for sled dogs, horses on constructed mining routes in the Kantishna Hills, and dogs being utilized to carry packs in the park additions and preserve.	The park would be closed to pack animals except for sled dogs, horses on constructed mining routes in the Kantishna Hills, and dogs being utilized to carry packs in the park additions and preserve.	The park would be closed to pack animals except for sled dogs, horses on constructed mining routes in the Kantishna Hills, and dogs being utilized to carry packs in the park additions and preserve.	The park would be closed to pack animals except for sled dogs, horses on constructed mining routes in the Kantishna Hills, and dogs being utilized to carry packs in the park additions and preserve.

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GUIDED ACTIVITIES AND COMMERCIAL SERVICES					
Commercial Airplane Landings	No new requirements or restrictions on the number or type of air taxi or scenic air tour glacier landings. There would also be no new requirements or restrictions on the number or type of commercial landings by incidental business permit (IBP) holders in the non-glaciated areas of the park additions and preserve. There would be no restrictions on the time of year at which scenic air tour landings could occur at Base Camp. If necessary, the National Park Service would set limits on scenic air tour landings after one-year notice as per existing concession use authorizations.	<p>Air taxi landings allowed in all Natural, Primitive, and Backcountry Areas. Scenic air tour landings could be allowed in Primitive and Backcountry Areas. Each unit under these designations would allow up to 10 scenic air tour landings per year. Landings at established commercial landing areas would not count toward the landing limit for the unit.</p> <p>Established landing areas in the portal areas at the Ruth Amphitheater and Kahiltna Base Camp would allow a high level of use for commercial airplane landings greater than the surrounding area. Scenic air tour landings at these areas would not exceed 2001 numbers: 1900 in the Ruth, 200 at Base Camp. The Pika Glacier would not be open to scenic air tour landings. Landings allocated among operators based on proportion of landings 1999-2001. No scenic air tour landings at Kahiltna Base Camp before July 1.</p>	<p>Air taxi landings allowed in all Natural, Primitive, and Backcountry Areas. Scenic air tour landings could be allowed in Primitive and Backcountry Areas. Each unit under these designations would allow up to 10 scenic air tour landings per year. Landings at established commercial landing areas would not count toward the landing limit for the unit.</p> <p>Established landing areas in the portal areas at the Ruth Amphitheater and Kahiltna Base Camp would allow a high level of use for commercial airplane landings and the landing area in the portal area on the Pika Glacier would allow a moderate level of use for commercial airplane landings greater than the surrounding area. Scenic air tour landings at these landing areas would not exceed 2001 numbers plus 10%: 2100 in the Ruth, 220 at Base Camp, 190 on the Pika. Landings would be allocated among operators based on proportion of landings 1999-2001.</p> <p>There would be no scenic air tour landings at Kahiltna Base Camp before July 1.</p>	<p>Air taxi landings allowed in all Natural, Primitive, and Backcountry Areas. Scenic air tour landings could be allowed in Primitive and Backcountry Areas with contract provisions to achieve desired resource conditions. The National Park Service would work with concession operators to develop these provisions, which would be included in future commercial use authorizations. The National Park Service would also conduct visitor capacity studies in high use areas.</p> <p>Established landing areas in portal areas at the Ruth Amphitheater, Kahiltna Base Camp, and Pika Glacier would allow for higher levels of scenic air tour use than would be true of the surrounding management area. There would be no prohibition on scenic air tour landings at Kahiltna Base Camp during climbing season.</p>	<p>Air taxi landings would be allowed in all Natural, Primitive, and Backcountry Areas. Scenic air tour landings could be allowed in Primitive and Backcountry Areas with contract provisions to achieve desired resource conditions.. The National Park Service would work with concession operators to develop these provisions, which would be included in future commercial use authorizations. The National Park Service would also conduct visitor capacity studies in high use areas.</p> <p>Established landing areas in portal areas at the Ruth Amphitheater, Kahiltna Base Camp, and Pika Glacier would allow for higher levels of scenic air tour use than would be true of the surrounding management area. There would be no prohibition on scenic air tour landings at Kahiltna Base Camp during climbing season.</p>

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Guided Hiking	Existing guided hiking activities would continue to be available. No additional entities would be able to offer guided hikes in the park.	Of commercial operators, only those with historic rights for guided hiking in the Old Park would be allowed to lead guided hikes in the Old Park Special Resource Area. Other operators authorized for guided hiking would be restricted to the areas of the park they presently use.	Existing commercial guided hiking activities in the Old Park, Kantishna Hills, and Dunkle Hills would continue at the same level and in the same places as they presently occur. In addition to the concession-permitted hikes and National Park Service Discovery Hikes, the Denali Science and Learning Center would offer a variety of programs within the Old Park and Kantishna Hills area of the park additions for which backcountry travel would be by foot. These programs could include day trips, overnight expeditions, and field camps.	Existing commercial guided hiking activities in the Old Park, Kantishna Hills, and Dunkle Hills would continue at the same level and in the same places as they presently occur. Guided activities by commercial businesses that are incidental to an authorized frontcountry activity (e.g. traveling the park road to access inholdings) could be authorized but would be restricted to the park road and developed trails. In addition to the concession-permitted hikes and National Park Service Discovery Hikes, the Denali Science and Learning Center would offer a variety of programs within the Old Park and Kantishna Hills area of the park additions for which backcountry travel would be by foot. These programs could include day trips, overnight expeditions, and field camps.	Existing commercial guided hiking activities in the Old Park, Kantishna Hills, and Dunkle Hills would continue at the same level and in the same places as they presently occur. Guided activities by commercial businesses that are incidental to an authorized frontcountry activity (e.g. traveling the park road to access inholdings) could be authorized but would be restricted to the park road and developed trails. In addition to the concession-permitted hikes and National Park Service Discovery Hikes, the Denali Science and Learning Center would offer a variety of programs within the Old Park and Kantishna Hills area of the park additions for which backcountry travel would be by foot. These programs could include day trips, overnight expeditions, and field camps.
Commercial Bicycle Touring	There would be no commercial use of bicycles in the park backcountry.	There would be no commercial use of bicycles in the park backcountry.	There would be no commercial use of bicycles in the park backcountry.	Kantishna lodges could be authorized to provide guided bicycle day trips for their guests on constructed mining access routes in the Kantishna Hills.	Kantishna lodges could be authorized to provide guided bicycle day trips for their guests on constructed mining access routes in the Kantishna Hills.
Guided Sport Hunting	There would be no change to hunting guide areas.	There would be no change to hunting guide areas.	There would be no change to hunting guide areas.	The National Park Service would expand the two existing guide areas to encompass all of the southwest preserve.	A total of three guide areas would be evenly proportioned across the entire southwest preserve. One guide area would be added in the southern portion of the northwest preserve.

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FACILITIES					
Trails	No new trails or routes. The National Park Service would not participate in the development of a statewide snowmobile trail system. The park road would remain unplowed until necessary for the summer season.	No new trails or routes. The National Park Service would not participate in the development of a statewide snowmobile trail system. The park road would remain unplowed until necessary for the summer season.	The National Park Service would temporarily mark some snowmobile routes in areas designated for concentrated snowmobile use; plan for connecting statewide trail systems and for improved parking along the Parks Highway; and designate and brush ski trails in the entrance area. The park road would remain unplowed until necessary for the summer season.	<p>The National Park Service would temporarily mark several snowmobile routes in areas designated for concentrated snowmobile use; plan for connecting statewide trail systems and for improved parking along the Parks Highway; and designate and brush ski trails in the entrance area.</p> <p>During winter months park maintenance crews would pack snow on the eastbound lane of the park road to mile 7 as needed. They would leave undisturbed snow for dog sleds and unplowed snow in the westbound lane for ski tracks. If there were sufficient snow on the spring trail from Headquarters for safe travel by ski, skijor, and dog sled by March 1, the road would be plowed to Savage Campground. Otherwise, the park road would remain unplowed until necessary for the summer season.</p> <p>The National Park Service would construct a loop trail from Eielson Visitor Center to Gorge Creek and a loop trail from the water tower at Wonder Lake Campground to the bench west of Wonder Lake.</p>	<p>The National Park Service would temporarily mark and groom approximately 17.8 miles of snowmobile trails in areas designated for concentrated snowmobile use; temporarily mark several snowmobile routes in areas designated for concentrated snowmobile use; plan for connecting statewide trail systems and for improved parking along the Parks Highway; and designate and brush ski trails in the entrance area. Trail grooming would be done in the most commonly used areas along the accessible portions of the park road. The spring multi-use trail would be upgraded and extended from Mile 7 to Savage Campground.</p> <p>The park road would be plowed to Savage Campground throughout the winter.</p> <p>The National Park Service would construct a loop trail from Eielson Visitor Center to Gorge Creek, a loop trail from the water tower at Wonder Lake Campground to the bench west of Wonder Lake, and a trail from the west end of the Thorofare Bluffs to the</p>

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Information Facilities, Shelters, and Campsites	There would be no new information facilities, shelters, or backcountry campsites.	There would be no new information facilities, shelters, or backcountry campsites.	The National Park Service, in cooperation with other land management agencies, would operate a public lands information center in the Cantwell/Broad Pass area and would add visitor facilities at park headquarters such as restrooms, plug-ins, and a warming hut to support winter use.	The National Park Service, in cooperation with other land management agencies, would operate a public lands information center in the Cantwell/Broad Pass area and would add facilities along the first few miles of the park road to support winter use. These facilities would include restrooms, plug-ins, and a warming hut at park headquarters, and a day use warming shelter (wall tent) at Mile 7.	<p>Thorofare River bar. An additional length of trail would be added to the one that will traverse the slope north of Eielson Visitor Center (1997 Entrance Area and Road Corridor DCP). A 10-mile loop trail near the southern boundary of the Little Switzerland unit (#79) would also be constructed.</p> <p>The National Park Service, in cooperation with other land management agencies, would operate a public lands information center in the Cantwell/Broad Pass area and would add facilities along the first few miles of the park road to support winter use.</p> <p>The park road would be kept open to the Savage Campground area throughout the year. The National Park Service would add facilities along this section of the park road corridor to support winter use. These facilities would include restrooms, plug-ins, and a warming hut at park headquarters, and day use warming shelter (wall tent) at Mile 7 and Savage Campground.</p> <p>NPS would propose construction of public use cabins on state land along the southern boundary of the park in cooperation with Alaska State Parks.</p>

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					<p>Up to three designated campsites could be established in the lower elevations of the Little Switzerland unit (#79).</p> <p>The National Park Service would allow for facilities for onsite air traffic management in the Ruth Amphitheater similar to what exists at Kahiltna Base Camp.</p>
ADMINISTRATION					
National Park Service Administration and Research	<p>Year-to-year operational decisions would continue to guide administrative presence in the backcountry.</p> <p>A permit system for all research and other scientific uses would continue to apply.</p>	<p>Backcountry patrols by ground and air would be reduced from existing levels.</p> <p>Research projects would be limited to resource studies necessary for effective park management.</p>	<p>Backcountry patrols by ground and air would remain at the same frequency as at present.</p> <p>Research projects in the Old Park Special Resource Area would be limited to resource studies necessary for effective park management. Research projects could be permitted if they are part of national governmental research initiatives.</p>	<p>The National Park Service would maintain the current level of ground and air backcountry patrol presence in the Old Park Special Resource Area, with a modest increase in the park additions and preserve.</p> <p>Research projects would be limited to resource studies necessary for effective park management and projects that are part of national governmental research initiatives.</p>	<p>Administrative presence in the backcountry would increase.</p> <p>The National Park Service would encourage a wide variety of research activities within the park.</p>
EASEMENTS AND BOUNDARY CHANGES					
Easements	The National Park Service would not seek to gain public access to the 17(b) easement (EIN 7a C5, DI, L) that provides a route across Ahtna, Inc. land from Cantwell to the park boundary.	The National Park Service would initiate collaborative action with concerned and affected parties in the Cantwell area to gain public access to the 17(b) easement (EIN 7a C5, DI, L) that provides a route across Ahtna, Inc. land from Cantwell to the park boundary near Windy Creek.	The National Park Service would initiate collaborative action with concerned and affected parties in the Cantwell area to gain public access to the 17(b) easement (EIN 7a C5, DI, L) that provides a route across Ahtna, Inc. land from Cantwell to the park boundary near Windy Creek.	The National Park Service would initiate collaborative action with concerned and affected parties in the Cantwell area to gain public access to the 17(b) easement (EIN 7a C5, DI, L) that provides a route across Ahtna, Inc. land from Cantwell to the park boundary near Windy Creek.	The National Park Service would initiate collaborative action with concerned and affected parties in the Cantwell area to gain public access to the 17(b) easement (EIN 7a C5, DI, L) that provides a route across Ahtna, Inc. land from Cantwell to the park boundary near Windy Creek.

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Land Exchanges	The National Park Service would not consider any exchanges of land.	The National Park Service would pursue a land exchange similar to a previously proposed exchange of land with the State of Alaska that would realign the park boundary with the Tokositna, Coffee, and Ruth Rivers.	The National Park Service would pursue a land exchange similar to a previously proposed exchange of land with the State of Alaska that would realign the park boundary with the Tokositna, Coffee, and Ruth Rivers.	The National Park Service would pursue a land exchange similar to a previously proposed exchange of land with the State of Alaska that would realign the park boundary with the Tokositna, Coffee, and Ruth Rivers.	The National Park Service would pursue a land exchange similar to a previously proposed exchange of land with the State of Alaska that would realign the park boundary with the Tokositna, Coffee, and Ruth Rivers.
WILDERNESS SUITABILITY					
Wilderness Suitability	The National Park Service would not reevaluate lands in the park additions and preserve.	All lands in the park additions and preserve would be reevaluated.	The National Park Service would not reevaluate lands in the park additions and preserve.	The National Park Service would not reevaluate lands in the park additions and preserve.	The National Park Service would not reevaluate lands in the park additions and preserve.